

I-95/SCUDDER FALLS BRIDGE IMPROVEMENT PROJECT U p d a t e



PROJECT OVERVIEW

The Delaware River Joint Toll Bridge Commission (DRJTBC) is kicking off the I-95/ Scudder Falls Bridge Improvement Project. The Project's main goal is to select



The Scudder Falls Bridge has been open to the public since 1961.

an alternative that will alleviate traffic congestion and improve safety on the Scudder Falls Bridge, as well as along I-95 from PA Route 332 in Bucks County,

PA to Bear Tavern Road in Mercer County, NJ. The DRJTBC hired a consultant team of engineers and planners to conduct an Environmental Assessment (EA) and Preliminary Engineering over the next three years. The consultant team will generate a series of alternatives and evaluate potential environmental impacts for this project.

Project History

The Scudder Falls Bridge serves the most traffic of all 20 bridges managed by the DRJTBC. The *Traffic Study of Trenton-Morrisville Bridge Crossings over the Delaware River* (1990) was the first study to identify congestion and safety problems on the Scudder Falls Bridge. The DRJTBC commissioned the *Southerly Crossings*

Corridor Study (2000) of the Scudder Falls Bridge and other bridge crossings in the Trenton area to identify how they could meet future demands. This study concluded that the bridge's congestion and safety problems relate to its narrow configuration, the proximity of adjoining interchanges, and ramps merging onto I-95. The bridge carries more than 55,000 vehicles per day and operates at the worst level of service (LOS F) during peak rush hours. By 2030, traffic volumes are expected to increase an additional 35 percent. The study also provided a basis for a portion of the DRJTBC's 10-year, \$526.5-million capital improvement program.



The Scudder Falls Bridge links Lower Makefield, PA with Ewing Township, NJ.

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Visit the Project Website: www.scudderfallsbridge.com
Call the Project Hotline: 1 (800) 879-0849

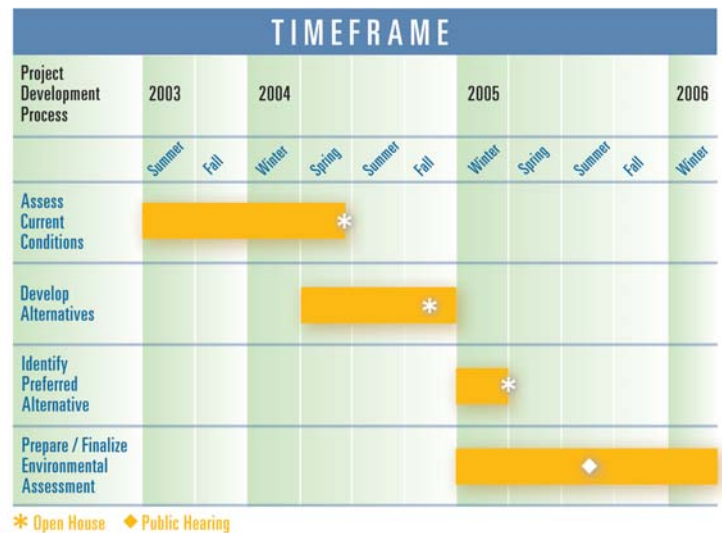
BUILDING BRIDGES, BUILDING CONSENSUS

NEPA & You

The National Environmental Policy Act (NEPA) requires projects involving a federal action to be evaluated for potential environmental impacts. Projects whose impacts are not known or not expected to have any significant impacts go through an Environmental Assessment (EA). The Delaware River Joint Toll Bridge Commission (DRJTBC) in cooperation with Pennsylvania Department of Transportation (PENNDOT), New Jersey Department of Transportation (NJDOT), and Federal Highway Administration (FHWA) has decided to prepare an EA for this project.

The EA process will be a collaborative decision making process that shares with the public the reasoning behind transportation choices and their resulting environmental impacts. All reasonable design alternatives and their potential impacts will be documented, and the public will have many opportunities to provide input (see timeframe chart). The EA process will provide the DRJTBC, FHWA, PENNDOT, and NJDOT with the information they will require to determine the most appropriate course of action to satisfy the project's Purpose & Need. Some of the environmental features to be evaluated for this project include water quality and aquatic life, cumulative and secondary impacts, air quality, noise quality, historic resources, and construction impacts on local communities.

The DRJTBC will provide key opportunities for the public and government agencies to provide input. An on-going dialogue will be sustained through open house meetings, a public hearing, this quarterly newsletter, a website and a hotline. An Interagency Advisory Committee (IAC) comprised of local government, transportation, and environmental agencies was created to provide advice to the DRJTBC about the project and to keep their respective agencies informed.



BULLETIN BOARD



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*Open House in
Late Spring 2004*

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PROJECT HOTLINE*

(800) 879 - 0849

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